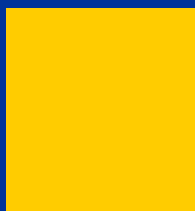
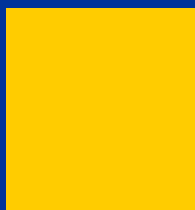




## Appendix C: Reference



## **DOCUMENTS REFERENCED**

The following documents were utilized to gather information on various planning initiatives which have taken place in and adjacent to Hamilton County in the recent past. The information included in the documents were tools in preparing for the future transportation needs of the area. In addition, several referenced documents contain traffic information which was gathered and utilized in the capacity analysis.

**20-Year Thoroughfare Plan (City of Carmel and Clay Township).** 2005.

**96th Street Corridor Study – Michigan Road to Keystone Avenue.** Parsons Brinkerhoff. 1999.

**Anderson/Madison County: 2030 Transportation Plan.** Madison County Council of Governments. 2005.

**Boone County Thoroughfare Plan.** Cole Associates Inc.. 1999.

**Boone County Subdivision Control Ordinance with Amendments (1993).** 2004.

**Boone County Land Use Map.** Snell Environmental Group, Inc. 1993.

**Central Indiana Suburban Transportation and Mobility Study (CISTMS) Final Report.** 2005.

**C<sup>3</sup> Plan 2006 .** Ground Rules, Inc. 2006.

**Carmel Traffic Counting Database.** City of Carmel. 1997-2005.

**Cicero Downtown Improvement Study.** Ground Rules, Inc. 2006.

**Clinton County Comprehensive Plan.** Clinton County Government. 1993.

**Conceptual Guide for Future Land Use.** Town of Fishers GIS. 2003.

**Comprehensive Operational Analysis.** Indianapolis Transit Consultants. 2005.

**Hamilton County Standard for Construction of Road Improvements.** Hamilton County Highway Department. 1998.

**Hamilton County Comprehensive Plan Update.** Hamilton County Plan Commission, Conservation Design Forum, Land Strategies. 2006.

**Hamilton County Completed Projects 2000-2005.** Hamilton County Highway Department.. 2006.

**The Hamlets at Stoney Creek.** HNTB. 2005.

**Hancock County Comprehensive Plan.** RATIO Architects, Inc. 2005.

**Hancock County (Vernan Township) Traffic Counts.** 2006.

**Indianapolis Regional Pedestrian Plan.** Storrow Kinsella Associates. 2006.

**Madison County Bicycle and Pedestrian Facilities Plan.** Madison County Council of Governments. 2005.

**Madison County Comprehensive Plan.** Madison County Council of Governments. 2001.

**Madison County Traffic Volumes.** Madison County Council of Governments. 2002-2006.

**Madison County, Indiana Land Use and Development Code.** Madison County Council of Governments. 2006.

**Marion County Comprehensive Plan.** City of Indianapolis Department of Metropolitan Development. 2006.

**Master Infrastructure Plan.** American Consulting, Inc. 2001.

**Noblesville Comprehensive Master Plan.** Noblesville Planning Department and Camiros, LTD. 2003. .

**Noblesville White River Bridge Study Technical Memorandum.** Beam, Longest, and Neff, LLC. 1999.

**Official Thoroughfare Plan for Marion County, Indiana.** City of Indianapolis Department of Metropolitan Development. 2002.

**Pathway Standards and Design Guidelines.** Hamilton County Plan Commission Alternative Transportation Network Task Force. 1995.

**Regional Transportation Plan Update.** Indianapolis Metropolitan Planning Organization.

**SR 37 Feasibility Study – Noblesville to Marion.** Wilbur, Smith, and Associates, Woolpert. 2006.

**Thoroughfare Plan Update.** HNTB. 2006.

**Transportation Plan for Town of Fishers, Indiana.** Town of Fishers Development Department and A & F Engineering Co., Inc. 2005.

**Town of Fishers – Road Impact Fee Study.** A & F Engineering. 2004.

**Town of Fishers – Average Daily Traffic Counts.** Town of Fishers GIS. 2005

**Town of Fishers – Street Standards.** Town of Fishers. 2006.

**Town of Fishers – Park and Recreation Master Plan.** Gove Associates, Inc. 2001.

**Tipton County Thoroughfare Plan Map.** USI.

**Washington Township Trails and Parks Map.** Town of Westfield. 2005.

**Westfield-Washington Township 2020 Comprehensive Plan.** HNTB. 1999.

**Westfield Roadway Standards.** 2003.

**Westfield-Washington Township Zoning Ordinance.** 2005.

**Westfield-Washington Township Comprehensive Plan Chapter 4 (Draft).** McBride, Dale, and Clarion. 2006.

**Westfield Transportation Plan.** HNTB. 2007.

**Zionsville Street Design Standards.** 2003.

**Zionsville 2000 Transportation Plan Update.** Parsons Brinkerhoff. 2000.

**Zionsville Comprehensive Plan.** HNTB. 2003.

**Zionsville Subdivision Control Ordinance.** Town of Zionsville. 2003.



## Steering Committee Meeting #1 - Meeting Notes

Date: 7/5/06  
Project: Hamilton County Thoroughfare Plan  
Location: Hamilton County, Indiana  
TSC Job Number: 5985.001

### Attendance

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#### Steering Committee Present

Christine Altman, Hamilton County Commissioner  
Alyn Bernell, H-CAT  
Kevin Buchheit, Westfield  
Dan Buck, INDOT  
Tom Cain, Sheridan  
Brad Davis, Hamilton County  
Renee Goff, Westfield  
Mike Hollibaugh, Carmel  
Steve Huntley, Noblesville  
Chuck Kiphart, Hamilton County  
Andrew Rodewald, Noblesville  
Karyn Ryg, Carmel  
Martin Scribner, Fishers  
Steve Schwartz, Hamilton County Councilman  
John Snetten, Sheridan  
Joel Thurman, Hamilton County  
Dave Tudor, Sheridan  
Jim White, HSE Transportation

#### Steering Committee Not Present

John Beery, Noblesville  
Jeff Heiking, Fishers  
Mike McBride, Carmel  
Bob Rebling, INDOT

#### Consultant Staff

Nicole Mueller  
Rusty Holt

### Meeting Summary

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#### Presentation

The meeting began with a presentation by Nicole Mueller regarding the purpose and benefits of updating the Hamilton County Thoroughfare Plan. The Thoroughfare Plan process and schedule was identified and the purpose of the steering committee and public input was discussed. Handouts were distributed describing the Thoroughfare Plan and summarizing recent local and regional transportation studies and planning efforts.



The following maps were discussed: Hamilton County Existing Thoroughfare Plan, Hamilton County Alternative Transportation System Plan, 2005 Hamilton County Aerial Photography, 2000-2005 Completed Projects in Hamilton County, 2002-2005 Hamilton County Traffic Counts, and Regional Travel Demand Model.

#### Jurisdictional Coordination

Each jurisdiction filled out a handout identifying the status of their Thoroughfare Plan, Multimodal Transportation Plan, Comprehensive Plan, Proposed Land Use Plan, traffic count data, roadway standards, recent and proposed infrastructure improvements, and transportation goals and objectives. In addition, each steering committee member identified appropriate persons/departments to include in a jurisdictional coordination meeting. The intent of the jurisdictional coordination meeting is to gather all transportation related information and planning documents from each community for utilization in the Hamilton County Thoroughfare Plan.

#### Transportation Issues Exercise

A map of Hamilton County was distributed. The nineteen steering committee members present highlighted 5 roads with significant congestion issues (orange), identify 3 problem intersections (yellow sticker), highlight 3 roads with safety issues (yellow), and identify 3 ideal thoroughfare examples (green).

The following points summarize the mapping results:

- At least half (10 of the 19 steering committee members) identified I-69 (from Indianapolis to SR 37), SR 37 (from I-69 to SR 38), SR 32 (from SR 19 to SR 37), and US 31 (from I-465 to SR 431) as having significant congestion issues.
- 8 of the 19 steering committee member identified the interchange of I-69 and SR 37/116<sup>th</sup> Street as being a problem intersection. 5 of the 19 members present identified 96<sup>th</sup> Street and SR 431 as a problem intersection. 4 of the 10 members identified SR 32 and US 31 along with downtown Noblesville as a problem intersection.
- 3 of the 19 steering committee members identified US 31 (from I-465 to SR 431), SR 431 (from I-465 to US 31), I-69 (from I-465 to SR 37), SR 37 (from I-69 to 146<sup>th</sup> St), and 141<sup>st</sup> St (from Cumberland to Marilyn) as roads with safety issues.
- 12 of the 19 steering committee members identified Hazel Dell Parkway as an 'ideal' thoroughfare example. 11 of the 19 steering committee member identified 146<sup>th</sup> St as an 'ideal' thoroughfare example.

#### Discussion Point Exercise

The steering committee then had an opportunity to provide input on 6 identified discussion points. The following are comments from the steering committee about each topic:

##### Safety

- Drainage and potholes are an issue.
- Roundabouts have improved safety, especially regarding the severity of accidents.
- More consistency for school zones between jurisdictions in regards to speed limits, pavement markings, crossings, and signage.
- More access control needed; designated thoroughfares need improved planning to ensure access control.
- Interstate interchanges need improvement, especially 116<sup>th</sup> street. The improvements currently underway may help.
- Secondary roads are dangerous as shoulder and drainage ditches drop-off from edge of pavement.
- Rural roadways are narrow and need more right of way.
- Increased curb and narrow roadways doesn't allow for pull off for car trouble.
- Some vertical and horizontal alignment creates sight distance issues.
- Separate jurisdictions have different speed limits.
- Congestion changes driver behavior and more people run red lights.
- Improving lighting may help safety.
- Access management needs to be implemented in greater detail.
- Improve safety in school zones.
- Improve bicycle and pedestrian safety, especially when crossing roads.
- Issues of posted speed versus travel speed. There are inconsistencies in how speeds are set.
- Need more clearance (sight) before some stop signs.





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- Need to stripe roads more often.
- Reduce vehicle speed.
- Truck traffic can be dangerous as they are large and fast. Additional enforcement of violations is necessary.
- Use more traffic calming facilities.

### Capacity

- Traffic impact studies for developments – Fishers doesn't require due to road impact fees unless extreme circumstances.
- The State system is approaching maximum capacity.
- Some congestion in central areas may be a good thing versus more suburban areas.
- Bridge widths discrepancies as some 1-lane bridges not clearly marked and standards not clear or appropriate.
- It would be ideal if jurisdictions could have consistent cross sections (road widths, r/w widths, etc.)
- Continue to introduce roundabouts at intersections with capacity issues.
- Coordinate/time some signals.
- Use frontage roads for local traffic.
- Force adjacent development to allow cross traffic.

### Efficiency

- Basic grid system throughout county for improved inter-jurisdictional travel. Standards used between jurisdictions for important thoroughfares.
- Look for corridors locations in northern portion because land is available.
- Restrict off-duty police officers to stop through traffic for a development.
- Minimize number of driveways and encourage Access Management.
- Determine which INDOT routes have traffic signal coordination and which routes need coordination.
- Congestion mitigation funds are available for signal timing projects.
- Improve the east to west movement through Hamilton County.
- Mandate future development to avoid overloading roadways.
- Improve 116<sup>th</sup> and I-69 interchange.
- Limit 20 mph speed limits.
- Fix existing roads and let developers build new roads.
- Create county wide standards.
- No dead end subdivision streets.
- Build more roundabouts and less traffic signals. Traffic will flow faster.

### Multimodal

- Need to do more to push transit.
- Build in park and ride locations.
- Currently have federal grants allowing for express bus routes to Carmel and Fishers.
- Long term transit planned for Fishers first, then Carmel.
- Ensure all projects include bike/pedestrian provisions (include both sides of bridges).
- Set aside bus stops; focus this effort in new developments.
- Enhance bike and pedestrian planning and implementation.
- Encourage national train-rail system and fund.

### Regional/Long Range

- INDOT to study for a north-south connector from I-69 to I-70 (between SR 238 & Anderson / SR 9) for truck traffic as a result of INDOT's CISTMS study.
- US 31 to not have stoplights from I-465 to at least SR 38 (Major Moves project).
- Cost of US 31 project getting high and may be expressway cross-section vs interstate.
- Include MPO study of trails and encourage implementing more trails.
- Incorporate East/West connections similar to Ronald Reagan Parkway.
- Plan future development around mass transit.
- Need for more nation support for mass transit facilities.



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### Quality of Life

- Ensure entities coordinate land uses.
- Traffic issues here are not bad; however we need to planning now can prevent poor traffic in the future.
- Importance of land use and access management for quality of life.
- Continue to create trail opportunities.
- Safer roads with fewer trucks and diverse modes of transportation.
- Narrower roads lower speeds limits and allow for more sidewalks and trails.

### Other

- Determine adjacent counties initiatives on multi-use trail plans.

### Next Steps

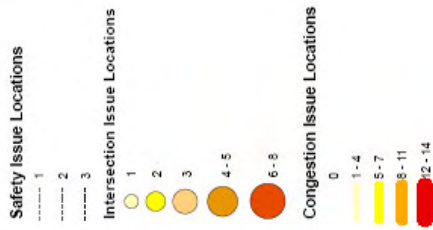
The planning team will be contacting each jurisdiction with in Hamilton County, along with adjacent counties and INDOT to have a coordination meeting.

The next steering committee meeting will be in August and will focus on results from the jurisdictional coordination meetings and beginning to evaluate updated goals and objectives for the Hamilton County Thoroughfare Plan.

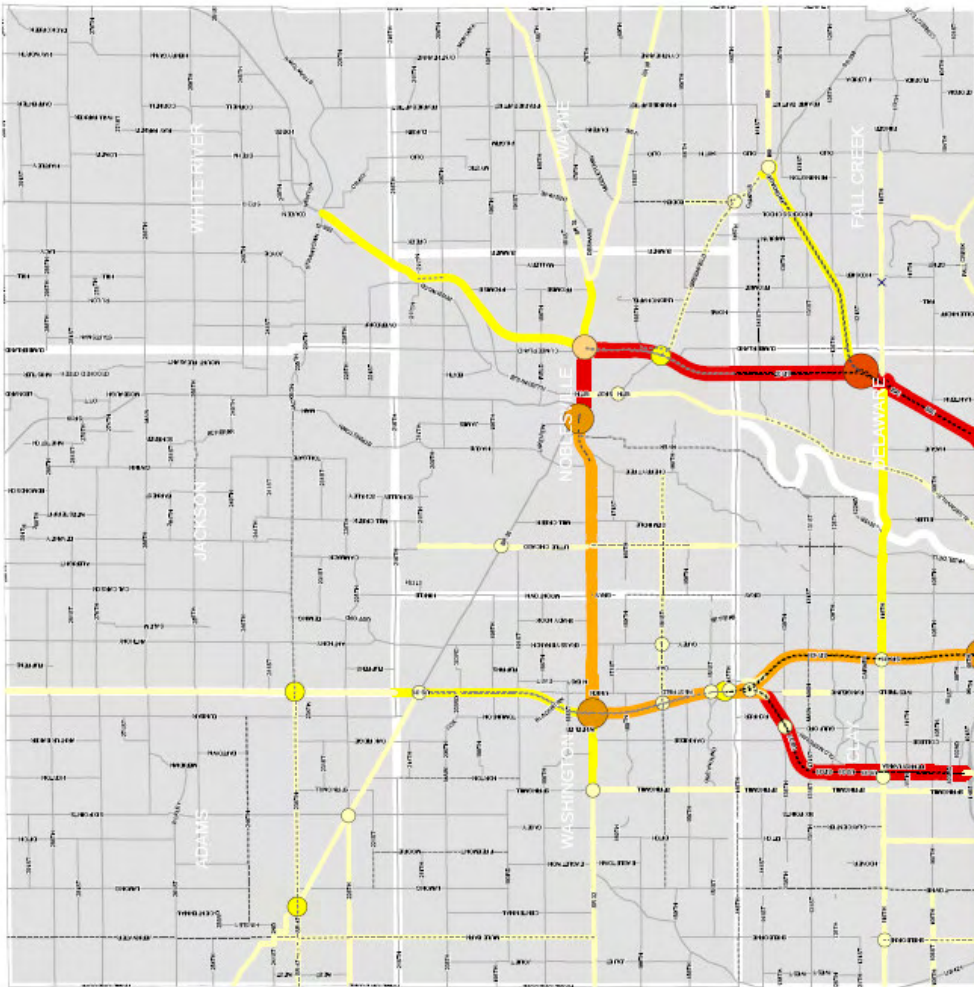


# Hamilton County, Indiana

## Issue Area Exercise Results



The numbers reflect the number of safety, intersection, and congestion issues identified at each location. The numbers are based on a total of 17 survey locations.





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## Jurisdictional Coordination

Date: 9/13/06  
Project: Hamilton County Thoroughfare Plan Update  
Location: Hamilton County, Indiana  
TSC Job Number: 5985.001

### Meeting/Coordination Notes:

- Alternative Transportation (Washington Township)
- Boone County
- Carmel
- Clinton County
- Fishers
- Hamilton County
- Hancock County
- Madison County
- Marion County
- Noblesville
- Sheridan
- Tipton County
- Westfield
- School Transportation Directors

**Jurisdiction:** Alternative  
Transportation  
(Washington  
Township)

**Date:** 7/27/06

**Correspondence:** Meeting

### Attendance:

Alyn Bernell, Washington Township Parks Department Board  
Karyn Boen, HCAT member  
Curt Cooley, Westfield Parks Director  
Ron Hall, HCAT Department  
Judy Hagen, HCAT member  
David Mueller, Westfield Washington School Board Member  
Melody Sweat, Director of Washington Township Parks and Recreation Board  
Ron Thomas, Westfield Town Councilor, Westfield Chamber of Commerce Board

### Meeting Notes:

- Hamilton County Alternative Transportation Plan (HCAT)
  - 1995 plan identified alternative transportation treatments for different roads. At the time, these roads were the safest for alternative transportation.
  - A copy of the HCAT pathway standards and design guidelines and coordinating text were received.
  - Individual jurisdictions have since created their own plans, which are more up to date than the HCAT.
- Trail Digitization
  - All existing trails in Hamilton county are being digitized and categorized based on use, condition, materials, etc
  - Planned and Proposed Trails will eventually be included in this effort.
  - These GIS files were generated and given to the MPO to be incorporate in the Pedestrian Plan
- Infrastructure Improvements
  - Monon- 146<sup>th</sup> to 156<sup>th</sup> – first mile to be bid in 07
  - Monon- 156<sup>th</sup> to 161<sup>st</sup> – to be built by developer before 07



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- Other
  - Stress the importance of bike lanes on county roads. 161<sup>st</sup> street is a well utilized bike route
  - Promote Safe Routes to School
  - Potential contact is Karen Radcliff of Convention and Visitors Bureau

<b>Jurisdiction:</b> Boone County	<b>Date:</b> 7/21/06; 7/25/06; 8/5/06	<b>Correspondence:</b>	<b>Phone Conversations</b>
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Contacted: Area Planning and Highway Department

#### Comments:

- Thoroughfare Plan
  - Updated in 1999, with plans to update again in next few years. Center Township will have an upcoming amendment to the 1999 thoroughfare plan
- Multimodal Plan
  - Language in the comprehensive plan to encourage rails to trails; however, no specific multimodal plan.
- Comprehensive Plan
  - Updated in 1993.
- Proposed Land Use
  - Received a land use map.
- Roadway Standards
  - County highway will mail roadway typicals.
- Infrastructure Improvement
  - Main east-west focus on 146<sup>th</sup> Street for interstate to interstate connection.

<b>Jurisdiction:</b> Carmel	<b>Date:</b> 8/1/06	<b>Correspondence:</b> Meeting
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#### Attendance:

Gary Duncan, Assistant City Engineer  
Matt Griffin, Planner Administrator  
Mike Hollibaugh, Director of DOCS  
Adrienne Keeling, Planning Administrator  
Dave Klingensmith, Street Department  
Michael McBride, City Engineer  
Karyn Ryg, Transportation Systems Coordinator

#### Meeting Notes:

- Thoroughfare Plan
  - The thoroughfare plan is being modified as part of the comprehensive plan update. It is likely the cross sections will remain the same; however, the right-of-way requirements may change. A new final draft will likely be available in a few weeks. An electronic version of this plan will be submitted in Adobe Illustrator.
- Multimodal Plan
  - The Alternative Transportation Plan available online is the most current and is available in GIS. The parks department has been involved in the county-wide coordination of trails mapping.
- Comprehensive Plan
  - The draft comprehensive plan should be available in the next few weeks. This includes a proposed land use map which will be available in Adobe Illustrator.
- Traffic Counts
  - Carmel has had a traffic counting program from 1997-2005. The counts taken in 2005 were the most extensive and are available in an excel file format.
- Roadway Standards
  - Roadway standards are available online.
- Infrastructure Improvement
  - Construction planning information is available online.
- Other





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- o Potential pedestrian connection around 126<sup>th</sup> to Conner Prairie.
- o Utilize the ITE manual guidelines for Access Management.
- Followup
  - o Thoroughfare plan, comprehensive plan, corridor plans (received).
  - o Alternative transportation plan and traffic counts (received).

Jurisdiction:	Clinton County	Date:	7/21/06 8/7/06	Correspondence:	Phone Conversations
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Jurisdiction: Clinton County

Contacted: Area Planning

### Comments:

- Thoroughfare/Multimodal Plan
  - o Faxed comprehensive plan, thoroughfare plan, and trail information.
- Comprehensive Plan
  - o Faxed proposed land use map and description from comprehensive plan.

Jurisdiction:	Fishers	Date:	7/31/06	Correspondence:	Meeting
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### Attendance:

Wes Bucher, Director of Development  
 Jeff Heiking, Director of Engineering and Public Works  
 Martin Schribner, Assistant Planning Director  
 Mike Smith, Planner I

### Meeting Notes:

- Thoroughfare Plan
  - o Updated in 2005, the thoroughfare plan is updated approximately every five years in correspondence with the road impact fee update. This report is available online; however, two color maps will be provided to us.
  - o Thoroughfare plan classifications will be sent to us electronically in AutoCAD.
- Multimodal Plan
  - o Utilize the Transportation Plan for the locations of existing and proposed paths.
  - o Parks has a Master Plan
- Comprehensive Plan
  - o A strategic plan was completed in 1996.
- Proposed Land Use
  - o There is a concept future land use plan for Delaware and Fall Creek townships which will be submitted in GIS format.
- Traffic Counts
  - o Traffic counts and projections are available online and will be sent to us in GIS format.
  - o The Road Impact Fee Study is available with traffic counts and projections. Additional information from the Road Impact Fee can be requested if needed for the thoroughfare plan update.
- Roadway Standards
  - o Roadway standards are available on the engineering website.
- Infrastructure Improvement
  - o Infrastructure improvements were identified in thoroughfare plan and marked on map.
- Other
  - o Airport relocation impact on roads and potentially new road connections.
  - o Potential corridor overlay on 238 (exit 10 to Connecticut) and Exit 10 (136<sup>th</sup> corridor)
- Followup
  - o Thoroughfare classification, transportation plan, proposed land use, traffic counts, growth map and GIS information (received)
  - o Two color maps from Thoroughfare Plan (received).



## The Schneider Corporation

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**Jurisdiction:** Hamilton  
County

**Date:** 8/8/06

**Correspondence:** Meeting

**Attendance:**

Allen Patterson, Superintendent Hamilton County Parks and Recreation Department  
Brad Davis, Highway Department Director  
Chuck Kiphart, Planning Commission Director  
Joel Thurman, Highway Department County Engineer

**Meeting Notes:**

- Thoroughfare Plan
  - Have existing thoroughfare plan documents and maps
- Multimodal Plan
  - Existing Trail System – The Hamilton County Parks department is creating a GIS file which maps all existing trails in Hamilton County. During this process, they met with the various parks departments in Hamilton County. Based on 2005 aerial photography, trails are mapped with information describing trail surface type, width, use, and character. Sidewalks are identified in locations where it reinforces connectivity of other trails. Proposed trails may be included in the final version.
  - Use of Pedestrian Plan – Recommends checking the pedestrian plan based on existing trail system plan and individual multimodal plan, then determining additional recommendations from the Pedestrian Plan to be included.
  - HCAT- currently, planning uses the HCAT as determining how much ROW is required to incorporate trails on roads as identified in HCAT
  - Greenspace document has been created but was not adopted.
- Comprehensive Plan
  - In the process of being updated in 2006. Request most recent copy
- Proposed Land Use
- Traffic Counts
  - Traffic counts available for 2003-2006
- Roadway Standards
  - Need copy of standards- pdf will not print
- Infrastructure Improvement
  - Historical and 2006 improvements on website
- Other
  - Corridor studies – studies have been completed for each alignment/corridor as identified in the thoroughfare plan.
  - Bridge Study is completed in 97/98 as to where feasibility of bridge crossings
- Followup
  - GIS Trail System (received)
  - Proposed land use, comprehensive plan, Green Space document (received)
  - Roadway standards (received)
  - Bridge study and alignment/corridor studies (received)

**Jurisdiction:** Hancock County

**Date:** 7/21/06  
8/7/06

**Correspondence:** Phone  
Conversations

Jurisdiction: Hancock County

Contacted: Area Planning and Highway Department

**Comments:**

- Thoroughfare Plan
  - The Hancock County Thoroughfare Plan was updated in 2006 as part of the Comprehensive Plan update ([www.communitycollaboration.com](http://www.communitycollaboration.com))
- Multimodal Plan

[www.schneidercorp.com](http://www.schneidercorp.com)



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- o The Comprehensive Plan also includes a trail plan.
- Comprehensive Plan
  - o Updated in 2006
- Proposed Land Use
  - o Included in 2006 update.
- Traffic Counts
  - o Will email excel spreadsheet for Vernan Township Traffic Counts
- Roadway Standards
  - o No defined typicals (new planning document may include typicals); however, ROW standards are as follows:
    - Arterials 130'
    - Major 80'
    - Minor 70'
    - Local 60'

**Jurisdiction:** Madison County

**Date:** 8/1/06

**Correspondence:** Phone

**Conversations**

8/2/06

8/3/06

**Contacted:** Area Planning and MCCOG

**Comments:**

- Thoroughfare Plan
  - o Was updated in 2001 as part of the comprehensive plan.
- Multimodal Plan
  - o MPO has a Draft Pedestrian Plan with map identifying preferred alignments.
- Comprehensive Plan
  - o Comprehensive Plan and Proposed land use as updated in 2001.
- Traffic Counts
  - o Traffic Counts available for 2002-2006
- Roadway Standards
- Infrastructure Improvement
  - o Long Range Transportation Plan identifies location for improvements through 2025
- Other
  - o GIS, cross sections, multimodal plan, comp plan, corridor studies, long range transportation plan, travel demand model requested from the MPO
  - o Cross section consistency at 126<sup>th</sup> and 136<sup>th</sup> street.
- Followup
  - o To email electronic and GIS files. (received)

**Jurisdiction:** Marion County

**Date:** 8/1/06

**Correspondence:** Phone

**Conversations**

8/7/06

**Contacted:** MPO and Planning

**Comments:**

- Thoroughfare Plan
  - o Adopted in 2002, and GIS files available.
- Multimodal Plan
  - o Utilize the pedestrian plan as most recent multimodal effort
- Comprehensive Plan
  - o Updated in 2006
- Proposed Land Use
  - o Updated in 2006 and GIS files are available.
- Roadway Standards

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- o Included in thoroughfare plan
- Infrastructure Improvement
  - o Capacity improvements as identified in the Long Range Transportation Plan
- Other
  - o 96<sup>th</sup> Street – Corridor Study combining land use and transportation improvements
  - o 96<sup>th</sup> Street - Corridor Study currently being completed by RW Armstrong
- Followup
  - o Proposed Land Use GIS
  - o Pedestrian Plan (received)
  - o 96<sup>th</sup> Street Corridor Studies (received)
  - o 5-yr CIP to be requested (received)

**Jurisdiction: Noblesville**

**Date: 7/19/06**

**Correspondence: Meeting**

### Attendance:

John Beery, City Engineer  
Brian Grey, Assistant City Engineer  
Steve Huntley, Planning Director  
Roger Johnson, Long Range Planner  
Andrew Rodewald, Engineering Technician

### Meeting Notes:

- Thoroughfare Plan
  - o Noblesville distributed a hard copy of their May 2006 Thoroughfare Plan which is more up to date with the online version.
  - o Wayne Township Planning Document (2003) was distributed describing location for transportation connections and proposed land use in Wayne Township.
- Multimodal Plan
  - o The Noblesville Alternative Transportation Master Plan was last updated in 2000.
- Comprehensive Plan
  - o Noblesville has a Comprehensive Plan (1995) available online which defines proposed land use.
- Proposed Land Use
  - o A proposed land use map was also emailed for Wayne Township.
- Traffic Counts
  - o A road impact fee study is being completed for Wayne Township. A map was distributed identifying traffic count locations. The counts are expected to be completed by the end of the year.
- Roadway Standards
  - o Street and Road Design Standards are available on website.
- Infrastructure Improvement
  - o The City of Noblesville Engineering Department's website lists all improvements in progress and completed.
  - o Project mentioned include: Hazel Dell Road from 156<sup>th</sup> Street to SR 32; River Road resurfacing / realignment; Union Chapel Road extension; Cynthianne Rd Interchange to SR 13; Greenfield Avenue from SR 37 to Howe Road; 146<sup>th</sup> Street / Boden Road from SR 37 to I-69.
- Followup
  - o The GIS centerline file and trail files to be requested by Mike Morris. (received)
  - o Traffic Count Data, project locations to be requested from Andy to link to centerline file. (received)

**Jurisdiction: Sheridan**

**Date: 7/27/06**

**Correspondence: Meeting**

### Attendance:

Tom Cain, Building Commissioner  
Connie Pearson, Clerk Treasurer  
John Snethen, Town Council President



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### Meeting Notes:

- Thoroughfare Plan
  - Sheridan utilized the Hamilton County thoroughfare plan for classification and cross sections.
- Comprehensive Plan
  - The existing comprehensive plan was adopted in 1996 and is currently being updated (within the next 30 days)
- Proposed Land Use
  - Zoned RS outside of Sheridan – low density with a variety of uses
- Traffic Counts
  - No traffic counting program.
  - TIS for CP Morgan
- Roadway Standards
  - Uses Hamilton County's standards
- Infrastructure Improvement
  - Rebuilt and widen 236<sup>th</sup> east of 31
  - SR 38 east of Sheridan was resurfaced and widened; west of Sheridan was chip and seal
  - 226<sup>th</sup> new shoulder in 05
  - Impacts of new CP Morgan
  - SR 47 impacts to Boone County – narrow in Hamilton County and ROW problems to 31 to widen
  - 47 stops at SR 38
- Other
  - Location for a collector loop.
  - 47 and mulebarn- what warrants a light in the future
- Follow-up
  - Updated comprehensive plan (Mike Shaver)

Jurisdiction:	Tipton County	Date:	7/21/06 8/4/06	Correspondence:	Phone Conversations
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Contacted: Area Planning, Highway department, GIS

### Comments:

- Thoroughfare Plan
  - Have a copy of most recent thoroughfare plan which has been adopted for many years. Not available electronically.
- Multimodal Plan
  - No multimodal/greenway plan; however, talks of a connection between Howard and Hamilton County
- Comprehensive Plan
  - Updated in 2001 however is very generic
- Proposed Land Use
  - No proposed land use plan as part of comprehensive plan. Based on zoning, proposed land use is primarily agricultural
- Roadway Standards
  - No typicals or roadway standards.

Jurisdiction:	Westfield	Date:	7/28/06	Correspondence:	Meeting
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### Attendance:

Kevin Buchheit, Director of Community Development  
Curt Cooley, Westfield Parks Director  
Renee Goff, Engineer  
Kurt Wanninger, Technical Services manager (Public Works Department)

### Meeting Notes:

- Thoroughfare Plan
  - Westfield is in the process of updating their transportation plan. This update, including modification of



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assignment and classification, will be completed by the end of 2006.

- o Kevin Buchheit will keep us informed on their Transportation Planning Process.
- Multimodal Plan
  - o Westfield has a Trail Master Plan which includes information on the Monon and Midland Trails
  - o A community connections map has been included as part of the Comprehensive Plan.
- Comprehensive Plan
  - o Westfield is currently updating their comprehensive plan and the process is anticipated completion by the end of this year.
  - o Kevin Buchheit will keep us informed on their Comprehensive Planning Process.
- Proposed Land Use
  - o The land use portion of the comprehensive plan is currently in draft form as part of the comprehensive plan update. This land use build out map will remain very general.
- Traffic Counts
  - o Traffic counts are available online.  
<http://www.westfield.in.gov/egov/apps/document/center.exe?path=browse&id=15> In additional counts were taken last summer which can be made available for this thoroughfare plan update.
  - o Additional information regarding 4 way stop, speed studies, turning movements are available.
- Roadway Standards
  - o The public works website outlines the roadway standards. These standards are not anticipated to be changing much with the Thoroughfare Plan Update.
- Infrastructure Improvement
  - o Westfield mapped identified existing and proposed projects, along with long-term potential connections
  - o US 31 improvements include new interchanges at 146<sup>th</sup>, 151<sup>st</sup>, 161<sup>st</sup>, SR 32, 191<sup>st</sup>, and SR 38; Overpasses are proposed at Greyhound, Westfield, 169<sup>th</sup>, 181<sup>st</sup>, 196<sup>th</sup>, and 203<sup>rd</sup>
- Other
  - o Corridor Master Plans will be completed for Oak Ridge Road and Carey/Grassy Branch Roads. The Master Plan to be completed by the end of 2006 will develop appropriate land use planning and guidelines, access controls and transportation enhancement along each corridor.
- Followup
  - o Copy of trail master plan for Monon and Midland (Kevin B)
  - o Traffic Counts from last summer, any turn movement counts, speed studies (received)
  - o Existing Land Use GIS layers (received)

<b>Jurisdiction:</b>	<b>School Transportation Directors</b>	<b>Date:</b>	<b>9/13/06</b>	<b>Correspondence:</b>	<b>Meeting</b>
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#### Attendance:

Jim White, Hamilton Southeastern  
Janet Hoffman, Noblesville  
Ron Farrand, Carmel Clay Schools  
Jack Hart, Westfield Washington

#### Meeting Notes:

- The transportation directors identified if their schools had walk zones.
- Roads with sight distance, geometric issues, and other safety issues were identified and are described below.
- The transportation directors requested an email reminder in the event that additional issue areas were realized.
- In addition, the concept of a stop bar campaign was determined a goal for the area.

#### Schools with no walk zones:

- Hamilton Southeastern (potentially in the future)
- Westfield





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Schools with some walk zones

- Noblesville Schools

Schools with all walk zones

- Carmel by next year

Roads with sight distance issues

Location	Describe	Potential Countermeasures	School
SR 37 and SR 19	Curves and hill	Need additional bus signage	Noblesville
238 (bend at Waterman Farms)	bend		Noblesville
Oakmont	All roads entering from all side streets onto Oakmont Dr – sitting high in a bus or truck, trees are blocking sight distance	Remove all trees planted closer than 25 feet from corner or from lower limbs very high (there is an ordinance in most towns about this 25')	Noblesville
Sly Run and SR 38	Coming out of Sly Run onto ST 38, limbs to west are causing sight distance problems	Trim limbs up short	Noblesville
Howe and SR 238	From Howe on to SR 238, trees and angle block vision.		Noblesville
Waterman W & SR 238	Trees.		Noblesville
19 <sup>th</sup> Street (between P.O. and Conner)	Trees overgrown	Trim the limbs	Noblesville
SR 38 @ Whitcomb Ridge & Oakmont	It is very difficult getting out of these neighborhoods. Especially hard crossing to the other lane. It is very dark at night and early morning	Change speed limit to 40-45 all the way into town. Put up a couple of non-invasive lights at the cross section	Noblesville
17 <sup>th</sup> and Conner St.	Southbound, turning left or east, tree on right blocks eastbound view. Also tree on left is hard to see around.		Noblesville
19 <sup>th</sup> St. Between Division and Mulberry St.	Trees on east side of 19 <sup>th</sup> St block line of site. South of Division	Trim out bottom limbs.	Noblesville
Trees & Signage at Monument & 10th	Trees & Signs block north view when east bound on Monument at corner of 10 <sup>th</sup> St.	Trim/cut trees. Move signs on 10 <sup>th</sup> north 100 ft.	Noblesville
Intersection of Alpine & Gateway (Pine Knoll)	Trees blocking view of oncoming traffic	Trim trees.	Noblesville
131 <sup>st</sup> (at Clay Center)	Hill west of clay center	Lower hill	Carmel Clay
136 <sup>th</sup> (at Gray)	Hill on Gray north of "T" intersection	Lower hill	Carmel Clay
SR 238 (from I-69 to Fortville)	Hills and curves		Hamilton Southeastern



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Promise Road (from 131 <sup>st</sup> and 126 <sup>th</sup> )	Trees along east side of roads (south of FHS)		Hamilton Southeastern
Hoosier Rd (at 126 <sup>th</sup> )	Cannot see traffic coming over 126 <sup>th</sup> St. Bridge		Hamilton Southeastern
126 <sup>th</sup> and Shelborne Rd.	West bound traffic on 126 <sup>th</sup> has difficulty seeing oncoming south bound traffic on Shelborne; practically have to nose into north bound Shelborne to see past trees at edge of Shelborne.	Three way stop or traffic light (like at 136 <sup>th</sup> and Gray Rd. for a 3 way intersection)	Carmel Clay

### Roads with geometric issues

Location	Describe	Potential Countermeasures	School
SR 37 (At Claire)	Cannot maneuver right turn, bust turn left		Noblesville
Intersection Howe & SR 238	Can not safely turn east from Howe on to SR 238		Noblesville
Moontown Rd & W. 191 <sup>st</sup> St. intersection.	Extremely difficult to make turn, due to more traffic and utility pole locations.	Would like to see this intersection made wider.	Noblesville
SR 38 at Mill Creek Rd	Road turning off of SR 38 onto Mill Creek is at a weird angle and then people get tied up on the bridge. Sometimes it gets backed up and there is not much room between the bridge and the highway.	Redo the Mill Creek Rd. entrance and widen the bridge.	Noblesville
14 <sup>th</sup> St south of Cherry St.	Left turn (south) onto 14 <sup>th</sup> from Cherry, too tight.	Remove Red bud tree on west side of 14 <sup>th</sup> St., south of Cherry. (1 <sup>st</sup> tree south of Cherry and 14 <sup>th</sup> )	Noblesville
13 <sup>th</sup> & Division	Fence post in right of way on Division St. (west side of 13 <sup>th</sup> )	Remove fence post.	Noblesville
6 <sup>th</sup> & Pleasant. SW corner stop sign	Stop sign on SW corner too close to street/corner for West turn from 6 <sup>th</sup> St.	Move stop sign west 10 feet or south 2 feet	Noblesville
Shelbourne Rd (at 116 <sup>th</sup> )	Jog	Align road	Carmel Clay
Main (at Rangeline)	Too tight for bus turn due to stop line locations		Carmel Clay
Shelborne and 121 <sup>st</sup>	Turning radii too sharp. School buses have difficulty making turn if traffic present on 121 <sup>st</sup> .	Widen intersection.	

### Areas with other safety issues (bridges, railroads, road widths, pedestrian/vehicle conflicts, residential neighborhoods)

Location	Describe	Potential Countermeasures	School
8 <sup>th</sup> Street railroad tracks	In center of street		Noblesville
SR 19 (Going north at mill creek)	Left bridge not wide enough		Noblesville
Older neighborhoods need sidewalks			Noblesville



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Gray Rd, between 161 <sup>st</sup> & 16529 Gray Rd.	I make a stop at 16415 Gray Rd. and a Drop off on east side of Gray Rd. is very Dangerous.	All Road south of Hwy 32, East of Gray Rd, west of River Road and North of 146 <sup>th</sup> St. needs to be widened.	Noblesville
16 <sup>th</sup> St. and Monument	Cars are parking on right – northbound on 16 <sup>th</sup> St. When buses are changing from NIS & NMS, buses have to run off on Southbound side because Northbound has to cross center line to get around cars parked at stop sign. Everyday. Kids are running across at corner & all along 16 <sup>th</sup> from NIS.		Noblesville
Oakmont	At south end of Oakmont – road is settling on both sides of bridge – road is deteriorating, causing bad bump on both sides.	Fill low spots with asphalt.	Noblesville
W. 191 <sup>st</sup> Street	Bushes and trees too close to the road (North side).		Noblesville
Moontown Rd.	Too narrow for two large vehicles to pass each other.	Needs more asphalt berm.	Noblesville
Pine Knoll Addition	Pear trees too dense on corners. You have to pull into intersections to see oncoming traffic. Trees overhang streets – not allowing two vehicles to pass.		Noblesville
238, right past Fox	Road is too narrow.		Noblesville
Mill Creek Rd	Bridge off of SR 38 is too narrow	Replace and widen bridge	Noblesville
Plum St between 8 <sup>th</sup> & 9 <sup>th</sup> St.	Narrow with parking. Trees on North side strike bus.	Eliminate parking, trim trees	Noblesville
S. 11 <sup>th</sup> St. Pleasant North to Division St.		Low limbs/close limbs need trimmed.	Noblesville
Trees on 16 <sup>th</sup> between Hannibal & Cherry	Tree limbs low and strike bus	Trim trees on 16 <sup>th</sup> St.	Noblesville
Division St. Bridge, W. of 19 <sup>th</sup> St.	Narrow with eroding road edges	Replace bridge	Noblesville
Tree SE Corner of 11 <sup>th</sup> & Division St.	Tree Strikes bus on 11 <sup>th</sup> St.	Trim Tree	Noblesville
Tree at Maple & 16 <sup>th</sup> ST.	Trees east of 16 <sup>th</sup> on Maple-low branches	Trim bottom branches	Noblesville
IDILoading Dock at 6 <sup>th</sup> St.	Heavy truck traffic with backing & blocking of 6 <sup>th</sup> St.	Widen 6 <sup>th</sup> St. west of loading dock and eliminate check holes.	Noblesville
16 <sup>th</sup> & Monument	Parking too close to corner on 16 <sup>th</sup> St.	No Parking on 16 <sup>th</sup> St. South of Monument for 100 ft. South of corner.	Noblesville
Hague Rd. just before 211 <sup>th</sup> St.	I have a dip in the road surface on Hague Rd., on the right hand side headed north. It could prove hazardous in the winter when snow is covering it. It		Noblesville





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	is located as the road bends.		
Most issues in neighborhoods			Carmel Clay
Towne Rd	Narrow		Carmel Clay
Clay Center	Narrow		Carmel Clay
131 <sup>st</sup> and other roads	Need should repair		Carmel Clay
131 <sup>st</sup> (from Springmill to Clay Center)	Narrow		Carmel Clay
Towne Road	Narrow in sections		Carmel Clay
Shelborne Rd	Narrow		Carmel Clay
Towne Rd (at Towne meadow) (elementary school n of 106 <sup>th</sup> )	Narrow Bridge		Carmel Clay
131 <sup>st</sup> (east of Clay Center)	Narrow Bridge		Carmel Clay
141 <sup>st</sup> (between Marilyn and Howe)	Very narrow for truck and bus traffic		Hamilton Southeastern
Marilyn Rd (between 131 <sup>st</sup> and 141 <sup>st</sup> )	Difficult for trucks and busses to pass		Hamilton Southeastern
Hoosier Rd (between 116 <sup>th</sup> and 121 <sup>st</sup> )	Road narrows		Hamilton Southeastern



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## Steering Committee Meeting #2 - Meeting Notes

Date: 8/31/06  
Project: Hamilton County Thoroughfare Plan  
Location: Hamilton County, Indiana  
TSC Job Number: 5985.001

### Attendance

#### Steering Committee Present

Alyn Bernell, H-CAT  
Kevin Buchheit, Westfield  
Dan Buck, INDOT  
Tom Cain, Sheridan  
Brad Davis, Hamilton County  
Steve Huntley, Noblesville  
Chuck Kiphart, Hamilton County  
Mike McBride, City of Carmel  
Bob Rebling, INDOT- Greenfield District  
Andrew Rodewald, Noblesville  
Karyn Ryg, Carmel  
Martin Scribner, Fishers  
John Snethen, Sheridan  
Joel Thurman, Hamilton County  
Dave Tudor, Sheridan

#### Consultant Staff

Nicole Mueller  
Rusty Holt

### Meeting Summary

#### Thoroughfare Plan Status Report

The meeting began with an update on progress with the Hamilton County Thoroughfare Plan Update. Steps completed on the project have included information and document gathering, GIS layer gathering, steering committee meeting #1, website start up, gathering traffic data, completing 24 hour volume counts, initial crash data analysis, jurisdictional coordination meetings, creation on new GIS layers for existing thoroughfare plans and multimodal components, and a cross section comparison.

#### Steering Committee Meeting #1 Recap

The DRAFT meeting notes from Steering Committee #1 were distributed and comments were requested. A modification to a street name was noted; otherwise, there were no additional comments from the steering committee members.

A map of Hamilton County was distributed to the steering committee members summarizing an "issue exercise" which was completed at the first Steering Committee Meeting. In this exercise, the steering committee members were asked to identify significant congestion issues, problem intersections, roads with safety issues, ideal thoroughfare examples on a Hamilton County map.



The following points summarize the mapping results:

- At least half (10 of the 19 steering committee members) identified I-69 (from Indianapolis to SR 37), SR 37 (from I-69 to SR 39), SR 32 (from SR 19 to SR 37), and US 31 (from I-465 to SR 431) as having significant congestion issues.
- 8 of the 19 steering committee member identified the interchange of I-69 and SR 37/116<sup>th</sup> Street as being a problem intersection. 5 of the 19 members present identified 96<sup>th</sup> Street and SR 431 as a problem intersection. 4 of the 10 members identified SR 32 and US 31 along with downtown Noblesville as a problem intersection.
- 3 of the 19 steering committee members identified US 31 (from I-465 to SR 431), SR 431 (from I-465 to US 31), I-69 (from I-465 to SR 37), SR 37 (from I-69 to 146<sup>th</sup> St), and 141<sup>st</sup> St (from Cumberland to Marilyn) as roads with safety issues.
- 12 of the 19 steering committee members identified Hazel Dell Parkway as an 'ideal' thoroughfare example. 11 of the 19 steering committee member identified 146<sup>th</sup> St as an 'ideal' thoroughfare example.

#### Goals and Objectives Ranking Exercise

A list of DRAFT Goals and Strategy Statements were provided. These DRAFT goals and objectives are compiled lists from various planning documents thorough the region. Each steering committee member was asked to identify if each goal and objective was extremely important, very important, somewhat important, or not important. The results are shown below. Scores closest to 1 were determined to be the most important. As the score get closer to 4, it lessens in importance. For Goals, the average score was 1.53. For Objectives, the average score was 2.01. Scores shown in yellow indicate an above average score.

Safety and Efficiency Goal					
1.36	10	3	1		Provide a balanced transportation network that will facilitate safe and efficient movement to meet existing and long-range needs serving all areas of the county.
Safety and Efficiency Objectives					
1.36	9	5			Preserve rights-of-way for future thoroughfare expansion and continuation on identified corridor extensions.
1.36	9	5			Encourage dialogue between the county, adjacent counties, jurisdictions, and the private sector to coordinate thoroughfare improvements.
1.50	8	5	1		Identify high traffic impact areas to develop initiatives to mitigate safety problems.
1.64	5	9			Ensure the thoroughfare system has sufficient capacity by functional classification for the development densities served, being responsive to major land-use needs.
1.71	6	6	2		Integrate sidewalks and bikeways to safely accommodate pedestrians and bicyclists on appropriate roadways.
1.71	6	6	2		Promote development and design patterns that encourage the reduction of vehicle trips and vehicle miles traveled.
1.79	5	8		1	Provide cost effective transportation improvements that address mobility problems and reduce the growth in traffic congestion.
1.79	4	9	1		Ensure all signalization is spaced for maximum progression of traffic flow on primary and secondary arterials.
1.85	3	9	1		Evaluate proposed developments and their impact on existing and proposed thoroughfares.
1.93	4	7	3		Protect capacity by implementing access management.
1.93	4	7	3		Implement sound safety engineering principles and practices in the area of street lighting, street layout, speed limits, street signage, street pavement striping, and traffic signals.
2.00	3	8	3		Encourage heavy trucks and through traffic to use arterial streets, avoiding local streets.
2.00	3	8	3		Be proactive in the planning and development of thoroughfares so the system is both functional and aesthetic.
2.07	2	9	3		Improve accessibility to regional employment and activity centers.
2.07	2	9	3		Foster strategies that reduce the growth in peak-hour vehicle travel.
2.71	1	3	9	1	Pavement should be minimized while maintaining the functional aspects of roads and parking facilities.





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2.71 1 5 5 3

Road widths should be kept to the minimum lane numbers and widths to accommodate anticipated traffic volumes with the least amount of pavement to install and maintain.

### Sustainable and Proactive Goal

1.36 9 5 Implement the recommendations of the thoroughfare plan in a manner to meet existing and long-range needs. Encourage the development of a county thoroughfare system that efficiently uses the limited funding and maintenance resources.

### Sustainable and Proactive Objectives

1.43 9 4 1 Coordinate the use of private, municipal, county, state and federal funding sources to maximize capital availability for thoroughfare improvements.  
1.57 7 6 1 Coordinate with regional transportation agencies (INDOT, MPO and adjacent jurisdictions) and continue to be involved in transportation planning processes.  
1.79 4 9 1 Encourage orderly growth by planning and providing an arterial street network paid for from public and private sources in a fair and equitable manner.  
1.86 3 10 1 Develop a system to prioritize maintenance, preservation, and proposed projects.  
1.93 3 9 2 Encourage private-sector participation in the design, right-of-way, and construction of transportation improvements.

### Regional Values Goal

1.46 7 6 Promote a transportation system which continues to improve the quality of life in Hamilton County.

### Regional Values Objectives

1.69 6 5 2 Ensure transportation system and land use are complementary.  
1.77 5 6 2 Promote a transportation system which reinforces economic development.  
1.92 4 6 3 Provide residents with choices and alternatives for getting between home, work, school, shopping, play and other activities.  
2.17 1 9 1 1 Enhance transportation system sustainability and minimize the impact of the transportation system on the built and natural environment.  
2.23 2 6 5 For heavier traffic areas, design or retrofit roadways for a boulevard or parkway appearance with landscaped medians, street tree plantings, bike lanes, and sidewalks.  
2.23 2 7 3 1 Protect significant cultural resources (including roadways and bridges).  
2.38 8 5 Minimize the negative impacts of street widening and construction on neighborhood areas.  
2.42 3 2 6 1 All transportation infrastructure should be constructed and maintained with pedestrian-scale use and visibility in mind.  
2.46 2 4 6 1 Construct bicycle lanes on all appropriate roadways.  
2.54 6 7 Avoid curb, gutter, and storm sewer construction in the rural landscape.  
2.62 6 6 1 In rural areas, road widths shall be kept to rural road two-lane cross sections with additional left and right turning lanes to accommodate increased traffic volumes as necessary before four or six lane expansion is considered.  
2.62 6 6 1 Create quiet residential lanes with narrower streets to slow traffic and enhance community atmosphere.  
2.83 1 3 5 3 Rustic Road program should be considered to preserve rural roadway sight lines, cross sections, topography and landscape.

### Multi-modal Goal

1.93 4 7 3 Improve the efficiency of Hamilton County's existing thoroughfare system by integrating all modes of transportation.

### Multi-modal Objectives

1.57 7 6 1 Sidewalks should be constructed on one or both sides of all roadways contingent upon density, adjacent land uses, potential uses, and safety.



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1.86	7	3	3	1	Participate in efforts to promote transit, rail, and pedestrian facilities in appropriate areas of the County including supporting the Rapid Transit Study (RTS).
2.00	4	6	4		Assess transportation and development projects to assure multi-modal components are reasonably included.
2.07	3	7	4		Share rights-of-way with alternative transportation modes.
2.07	5	3	6		Consider relevant bicycle and pedestrian elements in all new transportation projects.
2.21	4	4	5	1	Priority should be placed on sidewalks along busier roadways where there are potential pedestrian/traffic conflicts.
2.29	1	8	5		Support and promote the expansion of the Comprehensive Operational Analysis (IndyGo) to serve county residents and relieve pressures on the county's transportation infrastructure.

### Jurisdictional Coordination Overview

Since the end of July, the Planning Team has been meeting with various planners and engineers from jurisdictions to gather all transportation related information and planning documents to utilize in the Thoroughfare Plan Update. Documents requested from each jurisdictions included thoroughfare plans, comprehensive plans, multimodal transportation plans, strategic plans, proposed land use plan, traffic count data, roadway standards, proposed or existing infrastructure improvements, traffic studies/corridor studies, and transportation related GIS data. The information below is a generalized summary of the information gathered from each jurisdiction. Specific coordination is pending with the Town of Arcadia, the Town of Atlanta, the Town of Cicero, Transportation Directors for all Schools (scheduled 9/13), and INDOT.

#### Boone County

- Thoroughfare Plan was updated in 1999
- There is not specific multi-modal Plan; however, language in Comprehensive Plan encourages trails
- Comprehensive Plan text was updated 1998 and the proposed land use maps were updated in 1993

#### Clinton County

- Thoroughfare Plan was updated in 1993
- There is not specific multi-modal Plan; however, language in Comprehensive Plan encourages trails
- Comprehensive Plan was updated in 1993 and includes a generalized land use map with agricultural land uses near Hamilton County

#### Hamilton County

- Thoroughfare Plan was updated in 1993
- Hamilton County Alternative Transportation Plan Adopted in 1995, in addition, the mapping of existing and future trail system was recently completed
- The Comprehensive Plan is currently being updated and proposed land use is part of this update
- Other: The County has a Bridge Study along with a variety of Corridor Studies which were identified in the current Thoroughfare Plan.

#### Hancock County

- Thoroughfare Plan was updated in 2006
- There is a Trail Plan as part of 2006 Comprehensive Plan Update
- Comprehensive Plan was updated in 2006 and includes proposed land use

#### Madison County

- Thoroughfare Plan was updated in 2001
- The county has a DRAFT Pedestrian Plan
- Comprehensive Plan was updated in 2001 and includes a generalized land use map

#### Tipton County

- Thoroughfare Plan was updated in 1990
- There is no formal multi-modal plan; however, effort exists to connect Howard and Hamilton County





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- Comprehensive Plan was updated in 2001 and does not include a land use plan. Land uses adjacent to Hamilton County are anticipated to remain agricultural.

### City of Carmel

- Thoroughfare Plan was amended in 2005 and is currently being updated as part of Comprehensive Plan update
- The Alternative Transportation Plan amended in 2003, also being reviewed as part of Comprehensive Plan update
- Comprehensive Plan is currently being updated with Draft available which includes a proposed land use map

### Town of Fishers

- Transportation Plan updated in 2005
- Transportation Plan includes existing and proposed paths
- A Strategic plan completed in 1996 and includes a conceptual future land use plan
- Other: Road Impact Fee Study

### City of Noblesville

- Thoroughfare Plan was amended in 2006
- Alternative Transportation Plan amended in 2000
- Comprehensive Plan was updated in 1995 and includes a proposed land use components
- Other: Land use and Impact Fee Study for Wayne Township

### Town of Sheridan

- Uses the Hamilton County Thoroughfare Plan
- Uses the Hamilton County Alternative Transportation Plan
- Comprehensive Plan is currently being updated.
- Land Use is primarily zoned RS (low density allowing a variety of uses)

### Town of Westfield

- Transportation Plan is currently updated
- A Trail Master Plan and Community Connections map is part of the current Comprehensive Plan
- Comprehensive Plan is currently being updating which includes a Draft generalized proposed land use plan
- Other: Corridor Master Plans for Oak Ridge Road and Carey/Grassy Branch Roads

### Alternative Transportation

- Hamilton County Alternative Transportation Plan (HCAT) was adopted in 1995 includes pathway standards and design guidelines
- Many jurisdictions have individual alternative transportation plans with additional detail
- Hamilton County Parks Department just digitized all existing, planned, and proposed trail in Hamilton County
- Indianapolis MPO is in the process of finalizing the Regional Pedestrian Plan which identifies appropriate locations for pedestrian transportation

A map combining the HCAT, the Hamilton County Park Department's trail digitization efforts, and the Regional Pedestrian Plan was distributed and reviewed. It was requested that the steering committee members notify the Planning Team if there were any planned alternative transportation corridors that were not identified on the map.

### Cross Section Comparison

During the Jurisdictional Coordination, the Planning team received information regarding the cross sections utilized in the various jurisdictions. This information was reviewed and a short presentation made to the Steering Committee regarding the findings.

- Although Right-of-way widths vary, the physical portions (pavement width, etc.) of the cross sections match up well between jurisdictions.
- Overall, roadways entering Hamilton County from bordering counties are classified lower than they are currently classified in Hamilton County.





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A map containing the current classification for the both the thoroughfares inside Hamilton County and the thoroughfares entering the County from bordering counties was distributed and reviewed.

### Next Steps

The planning team will continue to follow up on any outstanding jurisdictional coordination. The land use, traffic, and safety analysis will begin and future traffic volumes will be projected. Appropriate classifications, cross sections, and focus areas will be identified and assigned to the roadway network creating a DRAFT classification map. Steering Committee Meeting #3 is anticipated in October to review the Draft classification map. It was requested that a map be distributed at the next steering committee meeting identifying locations for long-range transportation improvements.



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## Steering Committee Meeting #3 - Meeting Notes

Date: 1/30/07  
Project: Hamilton County Thoroughfare Plan  
Location: Hamilton County, Indiana  
TSC Job Number: 5985.001

### Attendance

#### Steering Committee Present

Melody Sweat, Washington Township Parks  
Renee Goff, Westfield  
Brad Davis, Hamilton County  
Chuck Kiphart, Hamilton County  
Mike McBride, City of Carmel  
Bob Rebling, INDOT- Greenfield District  
Andrew Rodewald, Noblesville  
Karyn Ryg, Carmel  
Joel Thurman, Hamilton County  
Dave Tudor, Sheridan  
Jim White, Hamilton Southeastern Transportation

#### Consultant Staff

Rusty Holt

### Meeting Summary

#### Thoroughfare Plan Status Report

The meeting began with an update on progress with the Hamilton County Thoroughfare Plan Update. Steps completed on the project since the previous meeting include the continuation information and document gathering; land use analysis; traffic count projections; determination of Draft classification, definitions, and design; multi-modal incorporation; Draft classification design and comparison; meetings with Hamilton County staff; meeting with County Commissioners; Creation of Draft Classification assignment

#### Steering Committee Meeting #2 Recap

The DRAFT meeting notes from Steering Committee #2 were distributed and comments were requested.

#### Jurisdictional Meeting Summary

A summary of the meeting notes from each Jurisdictional Meeting was distributed.

#### Background Information Summary

The following maps were distributed and comments requested:

- Scheduled Improvements
- Generalized Future Land Use
- Existing Thoroughfare Classifications
- 2006 and 2026 Traffic Projections



Scheduled improvements were discussed in detail, as several projects are changing in timeframe and scope. Regarding US 31, it was requested to contact the INDOT project manager to verify the status of overpasses / interchanges at 111<sup>th</sup> Street and at 136<sup>th</sup> Street. Also, it was recommended to inform INDOT about the 203<sup>rd</sup> Street improvement / relocation, and the importance of at least an overpass at this location. Also, Carmel cited several locations where improvements are planned which does not currently appear on the scheduled improvements map. These are to be emailed to the planning team to include in the map and to utilize in the final roadway classification.

No comments were received on the generalized future land use map.

During the review of the Existing Thoroughfare Classifications map, it was noted that the draft Westfield classifications had changed during their Plan Commission meeting. These changes are to be emailed to the planning team to include on the map and to utilize in the final roadway classification.

It was noted that the 2006 and 2026 Traffic Projections map was based on the current MPO model, and that the model is in the process of being updated. The traffic projections will be verified once the new model is completed, but it is not anticipated that the traffic projections will change significantly.

#### **Classification Comparison/ Draft Hamilton County Classification Design**

A table compiled based on the jurisdictional meeting was distributed to compare the existing and proposed Hamilton County cross sections to the jurisdictions inside of and adjacent to the County. It was noted that the dimensions listed for Carmel were a combination of several classifications due to the number of classifications that Carmel utilizes. Carmel will email the planning team to clarify their classifications included in the table.

#### **Draft Assignments**

The maps for the DRAFT Classification Assignments were distributed and the process utilized in determining classifications detailed, with comments requested for each map. It was noted that Brooks School Road will not intersect with 146<sup>th</sup> Street, and requested that the roadway be changed on the map. Also, Field Drive was not shown extending across the White River to SR 19. Additionally, the SR 37 realignment study was discussed in detail. The planning team will research the status of the SR 37 project and contact appropriate INDOT personnel to determine the next steps to ensure the County can set aside Right-of-Way if the new-terrain alignment is preferred. Finally, it was requested to label the Town Corporate Limits inside of the Hamilton County planning area as Corporate Limits, rather than Context Sensitive Area.

#### **Next Steps**

It was requested that any additional comments and concerns be provided to the planning team by Tuesday, February 6<sup>th</sup>. The planning team will review all comments received and update draft classifications as appropriate. Focus Areas will be finalized and multi-modal components will be incorporated, and the writing of the draft report will begin. It is anticipated that Steering Committee Meeting #4 will be scheduled for mid-March.



## Steering Committee Meeting #4 - Meeting Notes

Date: 3/15/07  
Project: Hamilton County Thoroughfare Plan  
Location: Hamilton County, Indiana  
TSC Job Number: 5985.001

### Attendance

#### Steering Committee Present

Brad Davis, Hamilton County  
Jennifer Janke, Fishers  
Chuck Kiphart, Hamilton County  
David Littlejohn, Carmel  
Mike McBride, Carmel  
John Meyers, Westfield/HNTB  
Andrew Rodewald, Noblesville  
Martin Scribner, Fishers  
Melody Sweat, Washington Township Parks  
Joel Thurman, Hamilton County  
Jim White, Hamilton Southeastern Transportation

#### Consultant Staff

Rusty Holt  
Nicole Mueller

### Meeting Summary

#### Thoroughfare Plan Status Report

The meeting began with an update on progress with the Hamilton County Thoroughfare Plan Update. Steps completed on the project since the previous meeting included the following: final recommendations and information gathering from adjacent jurisdictions; update on the background information maps (scheduled improvements, existing thoroughfare classifications); update the cross section comparisons; update on the draft Thoroughfare Plan Map; develop focus area locations and descriptions; and organize contents of Draft Thoroughfare Plan Report.

#### Scheduled Improvements Map Modifications

The Scheduled Improvements Map updates were discussed. The locations of the proposed grade separation improvements were updated based on the INDOT US 31 project website. The 2030 planned improvements were not modified; these projects are ever changing and for simplicity purposes, are shown based on the MPO model. Finally, Carmel's proposed connections were updated.

#### Existing Thoroughfare Classifications Map Modifications

The Existing Thoroughfare Classifications Map updates were discussed. These modifications are based on the recently adopted Westfield Thoroughfare Plan. The Six Points Road/Springmill Road corridor and 161<sup>st</sup> St (from Springmill to Hazel Dell) are now shown as a Secondary Arterials.

#### Cross Section Comparison Table Modifications

The Cross Section information for Carmel was modified to show a primary arterial ROW of 150' and a collector ROW of 80-100.'





#### Draft Thoroughfare Plan Classifications Map Modifications

The Draft Thoroughfare Plan Classifications Map updates were discussed. The following modifications were identified: Oak Ridge is classified from 226<sup>th</sup> to 236<sup>th</sup> as a Secondary Arterial; Grassy Branch/Carey Rd is classified as a Secondary Arterial from 146<sup>th</sup> to SR 38; Brooks School Road is shown to reflect changes from the 146<sup>th</sup> Street extension; Field Drive was added to the maps as a Collector from Allisonville Rd to SR 19; City Center Drive and Grand Boulevard have been shown; Westfield Boulevard is classified as a Secondary Arterial 96<sup>th</sup> to 116<sup>th</sup>.

The following is an additional change to the Draft Thoroughfare Classifications Map: Illinois Street will be classified as a Secondary Arterial.

#### Focus Area

Focus areas are physical locations that require particular evaluation and attention when transportation improvements are being made. Each focus area has a physical boundary, description identified goals, and potential ways to address the goal. The following are the focus area maps were distributed and discussed:

##### Congestion Focus Area

Description: Locations with levels of service D, E, or F at various intersections.

Steering Committee Comments: Recommended verification of Little Chicago and 211<sup>th</sup>, 96<sup>th</sup> Street and Allisonville, 116<sup>th</sup> and Ohio

##### Context Sensitive Focus Area

Description: Locations with mixed-use and higher-density centers.

Steering Committee Comments:

Add a context sensitive area in Fishers (as indicated on map); extend context sensitive area to the south at Union and SR 32.

##### Environmental Focus Area

Description: Areas in the County containing steep slopes, wetlands, or floodplains.

##### Fixed Route Transit Focus Area

Description: ½ mi buffer along fixed route alignments identified by the MPO and IndyGo.

##### Pedestrian Focus Area

Description: ½ mi buffer along routes identified in the MPO Pedestrian Plan and Hamilton County Alternative Transportation Routes.

Steering Committee Comments:

Verify Pedestrian Focus Area going southwest to northeast starting near 106<sup>th</sup> and US 421 and ending near SR 38.

##### Rapid Transit Focus Area

Description: ½ mi buffer along potential Northeast corridor fixed guideway alignments.

Steering Committee Comments:

Verify with the MPO on alignment endpoints.

##### Safety Focus Area

Description: Intersections in Hamilton County that have significant crash rates (greater than 2 accidents per million entering vehicles).



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### School Zone Focus Area

Description: ¼ mi buffer for a 5-minute catchment area around Hamilton County Schools.

Steering Committee Comments: Steering committee members identified future locations of schools on the map.

### SR 37 Focus Area

Description: Location from INDOT study for SR 37 north of Noblesville.

### US 31 Focus Area

Description: Location from INDOT study for US 31.

### Draft Thoroughfare Plan Report

The following are the outlined contents for the Draft Thoroughfare Plan Report:

#### Introduction

Vision, Thoroughfare Plan Overview, Public Outreach, Existing Socio-Economic Factors, Recent Planning Initiatives

#### Background Information

Transportation Elements (text), FHWA Functional Classifications (map & text), Existing Traffic Volumes (map & text), Travel Demand Model and Growth Rates (text), Projected Traffic Volumes (map & text), Adjacent Jurisdiction Classifications (map & text), Planned Improvements (map & text), Future Land Use (map & text), Aerial Photography (map & text), HCAT (map & text), Hamilton County Potential Trails (map & text), Pedestrian Plan (map & text)

#### Goals and Objectives

#### Thoroughfare Plan

Thoroughfare Classifications, Design Element Description, Thoroughfare Plan Map – Primary Arterials, Thoroughfare Plan Map, Primary and Secondary Arterials, Thoroughfare Plan Map – Composite

#### Focus Areas

Capacity, Context Sensitive, Environmentally Sensitive, Fixed Route Transit, Pedestrian, Rapid Transit Study, Safety, School Zone, SR 37, US 31

#### Appendix

Documents Referenced, Steering Committee Meeting Notes and Results

In addition to the report, a Thoroughfare Plan Map will be created including the classification description, design elements, and the classification map.

#### Next Steps

Comments are requested from the Steering Committee by Tuesday, March 20. Westfield and Fishers have requested meetings; these meetings are to be established by the end of March. A Draft Thoroughfare Plan will be created; Steering Committee will be requested to review Draft Thoroughfare Plan.